



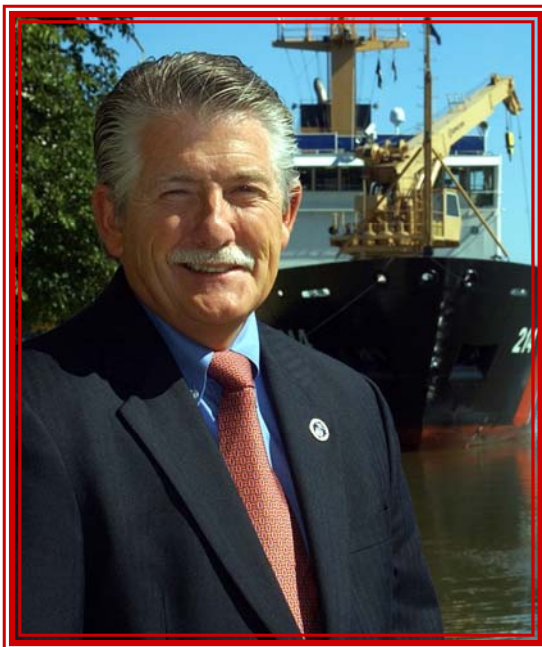
MARAD Update



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Transportation Secretary Norman Y. Mineta Announces February Departure of Maritime Administrator Captain William G. Schubert



**Maritime Administrator Captain William G. Schubert
at the Port of Toledo in September 2004**

Photo Courtesy of the Toledo Blade

a tremendous asset to the Department,” Secretary Mineta said. “He was a strong advocate of the nation’s vital maritime transportation system.”

Captain Schubert managed a large-scale activation of the Maritime Administration’s Ready Reserve Force in support of Operations Iraqi Freedom and Enduring Freedom. He also worked to eliminate trade barriers for American ocean shipping companies doing business in China by successfully negotiating a historic maritime agreement between the United States and China, Mineta added.

The Deputy Administrator of the Maritime Administration, John Jamian, will assume the role of Acting Maritime Administrator during the White House selection process for a new Administrator. Captain Schubert’s resignation is effective February 12, 2005, with plans to return to his hometown of Houston, Texas, for opportunities in the private sector.

DOT News Release
January 7, 2005

U.S. Transportation Secretary Norman Y. Mineta today announced the resignation of Captain William G. Schubert, Maritime Administrator of the Department’s Maritime Administration. The Secretary praised Schubert’s accomplishments and service to the Nation during a three-year tenure.

“Bill brought real life maritime experiences directly to his job as Administrator and he has been

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Full Steam Ahead for MARAD's "First and Finest" Transportation Leadership Program Participants

By Patrick Carlton

MARAD's Transportation Leadership Program (TLP) Class of 2004-2006 recently completed a very challenging and difficult eight-week indoctrination period. The class members, Brian Blower, Patrick Carlton, Joe Duvall, Lennis Fludd, and Tracey Ford, received daily training, assignments, and coaching to help them with both individual and team projects. The individual projects required each TLP participant to identify a problem and brief senior management on their proposed solutions benefiting the Agency. The team project, presented on the last day of indoctrination, involved creating a "script" for a catastrophic event in the year 2030, for which MARAD would play a significant role in "saving the day." In addition to their indoctrination assignments, each participant is currently working towards completion of an advanced degree.

During indoctrination, the group traveled to the South Atlantic Region where they received high-level briefings on the Ready Reserve Force. They also traveled to the U.S. Merchant Marine Academy (USMMA) to attend classes at the Global Maritime and Transportation School for leadership and maritime industry training. Senior MARAD staff briefed the group on leadership philosophies, diversity in the workplace, and business and personal ethics. Each participant was furnished with the necessary tools and technologies to facilitate accomplishment of their rotational assignments for the next 22 months. They received comprehensive instruction on communication skills for negotiating, public speaking, appearance, project management, and building internal and external relationships. They received briefings from maritime industry speakers and agency representatives regard-

ing the components, impacts, and issues facing the agency and industry today and in the future. To celebrate their completion of indoctrination, the class had lunch with Secretary of Transportation Norman Y. Mineta and Assistant to the Secretary for Policy Christopher Strobel and Maritime Administrator Captain William G. Schubert. Since completing the TLP indoctrination phase, Brian, Patrick, Joe, Lennis, and Tracey have gone onto their rotational assignments.

Tracey is currently at the USMMA working on minority recruitment. She will then move onto MARAD's Offices of Human Resources and Budget. Brian is also working at the USMMA on a program review for capital improvements of academy facilities. He will then rotate to the Associate Administrator for National Security James E. Caponiti on a shadowing assignment and then onto the Associate Administrator for Administration Eileen S. Roberson for a three- to four-month detail. Lennis is currently working on a detail with the Associate Administrator for Administration. He will then go to the Secretary's Office of Intermodalism, followed by a detail at the Chamber of Shipping of America. Joe is shadowing with the Associate Administrator for Financial Approvals and Cargo Preference James J. Zok, followed by a rotation to coordinate actions related to the TLP Class of 2005-2007. He then travels to the North Atlantic Region for a three-month assignment. Patrick is currently coordinating efforts associated with the TLP Class of 2005-2007. He will then shadow the Associate Administrators for National Security James E. Caponiti and Policy and International Trade Bruce J. Carlton, followed by a detail with the Secretary's Assistant Secretary for Budget.



"TLP's First and Finest"

*First Row, Left to Right: Tracey Ford, Joe Duvall
Second Row, Left to Right: Brian Blower,
Patrick Carlton, Lennis Fludd*

Cargo Preference Supports U.S.-Flag Vessels with Imports

By Sharon Jenkins, Office of Cargo Preference

Recently, the U.S.-flag vessel *MV Industrial Challenger*, owned by Intermarine, delivered a prototype locomotive to the Port of Albany (New York) for delivery to the Federal Railroad Administration's testing facility in Pueblo, Colorado. The locomotive, built in Spain, is the first of a fleet to be delivered to New Jersey Transit. The balance of the units will be assembled in the United States from domestic and imported parts. The locomotive weighed 131 metric tons, and was scheduled to travel to Pueblo on its own wheels.

The Maritime Administration's (MARAD) Office of Cargo Preference ensures government-impelled cargo travels on U.S.-flag ships. The Federal Transit Administration (FTA) has partnered with them so that transit equipment, such as that going to New York, is also carried on U.S.-flag ships. While the projects are

generally limited to U.S.-domestic programs, in many cases the project materiel is sourced from outside the United States and is delivered by U.S.-flag ocean carriers. Hundreds of passenger-car shells have also been carried by U.S.-flag carriers, with many more to come in the future.

Some of the other projects on which the FTA and MARAD have already worked very well together involve new Washington (D.C.) Metropolitan Area Transit Authority rail cars from Spain and light-rail cars from Brazil to New York for the New York City Transit. In the next six months, MARAD expects to see some 200 rail cars delivered by U.S.-flag vessels from their manufacturing plant in Hungary to southern California where the Los Angeles County Metropolitan Transportation Authority will put them into service.



*Prototype locomotive being unloaded from the U.S.-flag vessel *MV Industrial Challenger* at the Port of Albany (New York)*

Upcoming Events

**World Research Group Conference on Maritime
Port and Cargo Security**

San Diego, Ca.
January 25-26, 2005
www.worldrg.com

**MarineLog Conference on Maritime and Port
Security**

Washington, D.C.
February 1-2, 2005
Jane Poterala, (212) 620-7209

**Ship Operations Cooperative Program's First 2005
Conference**

Sponsored by the Maritime Protective Service
March 8-10, 2005
Fort Lauderdale, FL
Contact Kim Rester at (202) 366-0364
www.socp.org

If you know of an upcoming event you would like published in the *MARAD Update*, please submit it to Ella Thomas at ella.thomas@marad.dot.gov.

MARAD Announces Two Additional Ship Disposal Contracts

Twelve Ship Disposal Contracts in Only Six Months Demonstrates Administration's Commitment to Getting the Job Done

Deputy Maritime Administrator John Jamian announced on December 20 disposal contracts for two more ships from the James River Reserve Fleet (JRRF). The announcement, which took place at the fleet, builds upon the progress made in the previous six months with contract awards on 10 "high-priority" ships. Additionally, since 2001, a total of 43 ships in the James River have been awarded contracts for disposal.

"Six months ago, we stood right here and promised that by the end of the year we would have disposal contracts on 10 'high-priority' ships. We've done it," said Jamian. "Not only do we have disposal contracts on all 10 of those ships, but we are now disposing of two additional ships."

Bay Bridge Enterprises of Chesapeake, Virginia, has been awarded the contract to dispose of the *Shirley Lykes* for \$860,000. The other ship, the *Neosho*, will go to International Shipbreaking Limited of Brownsville, Texas. The contract is for \$1.00, since higher steel prices and better ship conditions make it less costly to dismantle. Since 2001, 29 ships have been removed from the JRRF.

"All the high-priority ships available for disposal have either left this fleet or will be leaving in the coming weeks," said Jamian. "When it comes to the retired vessels floating on the James, it's a year of promises made, promises kept."



Deputy Maritime Administrator John Jamian announcing two additional ship disposal contracts at the JRRF.

*Photo by Fred Hoffmann
James River Reserve Fleet*

MARAD Update

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